



State of Nebraska

2008

Traffic Crash Facts

Annual Report

Prepared By
Highway Safety Section
Nebraska Department of Roads

Dave Heineman
Governor

Monty W. Fredrickson, P.E.
Director – State Engineer

NDOR

Nebraska
Department of Roads



Dave Heineman



Monty W. Fredrickson

Nebraskans should be heartened by the encouraging motor vehicle crash statistics from 2008, which was the safest year on our roadways in modern history. The 208 traffic fatalities recorded was the lowest since 1944, which was in a different era of driving. Traffic fatalities declined for the fourth straight year, resulting in the lowest fatality rate in Nebraska history, 1.10 deaths per hundred million vehicle miles traveled.

These good results are the culmination of a lot of hard work by many people across the state. Above all, Nebraska drivers should be congratulated for the safe driving habits they demonstrated during the year. In addition to this, exemplary efforts were made by state and local agencies from Omaha to Scottsbluff, to encourage highway safety. The Department of Roads, Department of Motor Vehicles, State Patrol, Health and Human Services System, and other groups worked together to carry out the Strategic Highway Safety Plan that was formulated a few years ago. The plan focuses on increasing seat belt use and reducing drunk driving, crashes involving teenage drivers, intersection crashes, and roadway departure crashes. Nebraska law enforcement agencies spent numerous hours encouraging drivers to slow down and taking drunk drivers off the road. Emergency Medical Service personnel, many of them volunteers, worked diligently to make sure injured crash victims were transported to the hospital as quickly as possible.

Although this year's news is good, it is important that Nebraska highway safety advocates do not ease up their efforts. Driving a motor vehicle is a dangerous task and we must continue to be vigilant as we use the state's highways.

Drive safely!

Dave Heineman
Governor

Monty W. Fredrickson, P.E.
Director – State Engineer

Table of Contents

	<u>Page No.</u>
Definitions	ii
<u>Part I - Overview</u>	
Death Rate per 100 Million Vehicle Miles.....	2
Ten-Year Trend in Fatal Crashes	3
All Crashes in Nebraska.....	3
Geographic Summary of Traffic Deaths by County.....	4
Crash Data by County	5
<u>Part II - 2008 Data</u>	
Summary - Number of Traffic Crashes	8
First Harmful Event: All and Fatal Crashes	9
Surface Condition: All and Fatal Crashes.....	11
Type of Roadway: All and Fatal Crashes	12
Day and Time.....	14
Month: All and Fatal Crashes	15
Age: Driver and Casualties.....	16
Sex: Driver	17
Restraint Use.....	18
Motorcycle Crashes.....	19
Body Style: All and Fatal Crashes	21
Intersection Crashes	22
Non-Intersection Crashes.....	23
Alcohol Involvement: PDO, Injury and Fatal Crashes	24
Driver Age and Alcohol Involvement.....	25
Driver Contributing Circumstances	26
<u>Part III - Crash Trends</u>	
Motor Vehicle Traffic Crash Information	28
Body Style: Passenger Cars and Truck Types.....	28
Pedestrian/Pedalcycle and Alcohol Involvement in Crashes	30
Animal and Railroad Crashes.....	31
Work Zone Crashes.....	32

(Note: Due to rounding, percentages on graphs may not equal 100%.)

The data contained in this booklet are based on Reportable Crashes Only as defined below. Definitions of various crash categories are also provided.

Definitions

- Reportable Crash**.....A crash which involves death, injury, or property damage in excess of \$1,000.00 to the property of any one person.
- All Crashes**The total number of reportable motor vehicle crashes including fatal, injury or property damage.
- Fatal Crash**Motor vehicle crash that results in fatal injuries to one or more persons.
- Injury Crash**.....Motor vehicle crash that results in injuries, other than fatal, to one or more persons.
- Property Damage Only Crash (PDO)**.....Motor vehicle crash in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

Part I
Overview

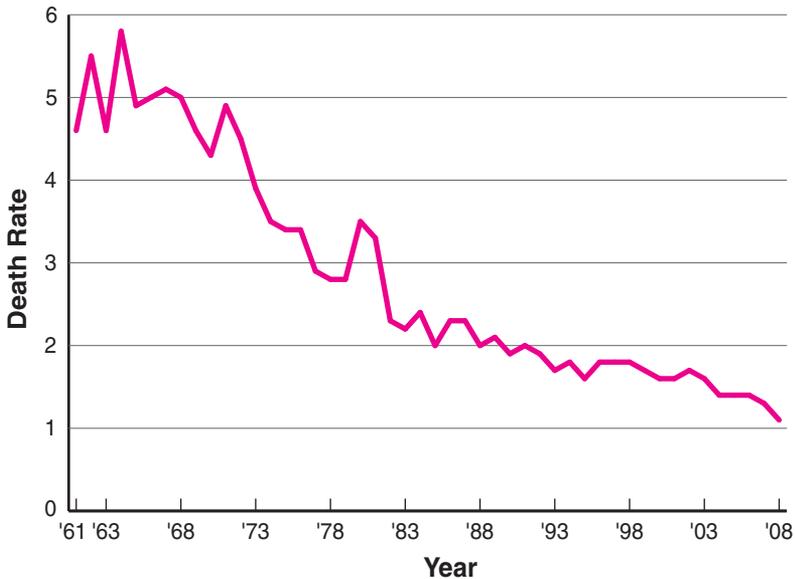
Death Rate per 100 Million Vehicle Miles

In 2008, the death rate on Nebraska roadways was 1.1 persons killed per 100 million vehicle miles traveled. This is the lowest rate ever recorded. The death rate in Nebraska, from 1961 to 2008 is represented in Figure 1. Even though the death rate fluctuates from year to year, there has been a general downward trend. Much of this reduction can be attributed to improvements in vehicle design, roadway engineering, emergency medical services, specific safety programs, enforcement and improved driver awareness.

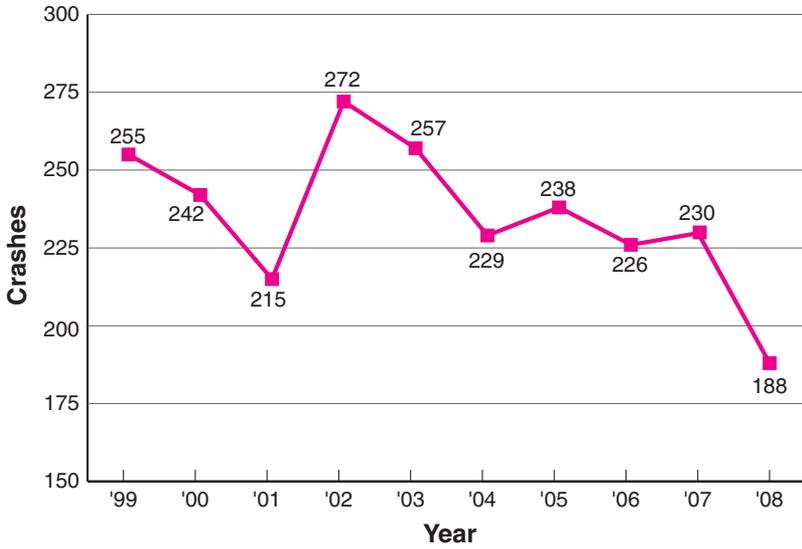
Figure 2 (page 3) depicts the number of fatal crashes per year for the last ten years. There were 188 fatal crashes in 2008, forty-two less than were recorded in 2007.

Fatal accidents make up only a small portion of the total crashes in Nebraska. Property damage only (PDO) crashes make up the majority. Figure 3 (page 3) shows the percentage distribution of all crash types. In 2008, there were 188 fatal crashes, 12,310 injury crashes, and 22,106 property damage only crashes. Fatal crashes made up .5% of all accidents, and injury and PDO crashes made up 35.6% and 63.9%, respectively.

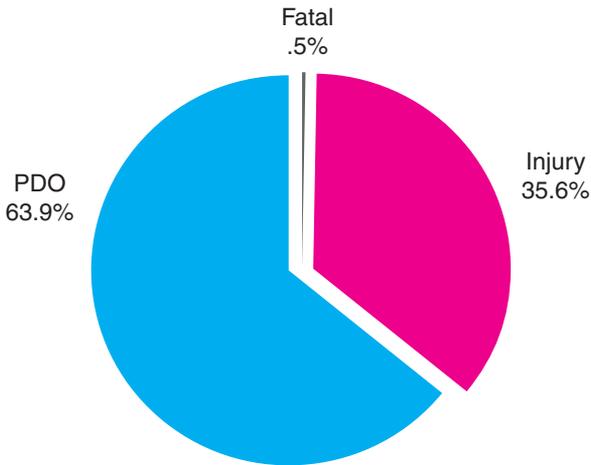
**Death Rate Per 100 Million Vehicle Miles (1961-2008)
(Figure 1)**



Ten-Year Trend in Fatal Crashes (1999-2008)
(Figure 2)



All Crashes in Nebraska (2008)
(Figure 3)



2008 Crash Data by County

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	567	1	175	391	1	256
Antelope	122	2	23	97	2	42
Arthur	13	0	5	8	0	10
Banner	29	1	9	19	1	12
Blaine	3	0	1	2	0	1
Boone	78	0	17	61	0	28
Box Butte	208	1	65	142	1	98
Boyd	22	2	10	10	2	12
Brown	47	0	12	35	0	17
Buffalo	936	7	284	645	9	389
Burt	80	0	22	58	0	30
Butler	109	4	39	66	5	65
Cass	423	8	115	300	10	173
Cedar	116	1	26	89	1	36
Chase	42	0	13	29	0	17
Cherry	58	0	21	37	0	29
Cheyenne	199	5	65	129	5	101
Clay	92	3	33	56	3	46
Colfax	167	2	37	128	3	55
Cuming	143	3	56	84	3	81
Custer	155	1	36	118	1	54
Dakota	304	2	107	195	2	161
Dawes	156	2	36	118	2	54
Dawson	381	3	103	275	3	163
Deuel	64	4	20	40	6	38
Dixon	72	4	20	48	4	32
Dodge	635	3	246	386	3	345
Douglas	10699	17	3997	6685	17	5588
Dundy	32	0	9	23	0	12
Fillmore	76	1	27	48	2	42
Franklin	81	1	16	64	1	22
Frontier	53	3	12	38	3	21
Furnas	77	3	17	57	3	22
Gage	476	6	142	328	6	182
Garden	33	0	8	25	0	12
Garfield	16	0	3	13	0	4
Gosper	35	0	13	22	0	16
Grant	7	0	3	4	0	4
Greeley	28	0	12	16	0	16
Hall	1332	5	493	834	5	711
Hamilton	225	1	66	158	1	102
Harlan	72	2	16	54	2	26
Hayes	16	0	3	13	0	5
Hitchcock	49	1	12	36	1	19
Holt	163	3	43	117	3	64
Hooker	10	0	6	4	0	7

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	88	0	22	66	0	34
Jefferson	186	1	29	156	2	41
Johnson	48	1	10	37	1	12
Kearney	115	4	39	72	4	54
Keith	213	2	71	140	2	88
Keya Paha	19	0	2	17	0	2
Kimball	76	3	22	51	4	50
Knox	97	2	25	70	2	42
Lancaster	6126	12	2573	3541	14	3716
Lincoln	833	3	293	537	4	420
Logan	9	0	4	5	0	5
Loup	19	0	4	15	0	5
Madison	682	2	207	473	2	304
McPherson	4	0	1	3	0	1
Merrick	143	1	50	92	1	79
Morrill	96	4	16	76	4	30
Nance	55	2	17	36	2	28
Nemaha	115	3	31	81	3	48
Nuckolls	72	2	10	60	2	13
Otoe	259	3	84	172	4	135
Pawnee	52	1	14	37	1	33
Perkins	43	1	19	23	1	28
Phelps	150	2	52	96	2	78
Pierce	96	1	30	65	1	44
Platte	698	5	235	458	8	349
Polk	109	2	27	80	2	38
Red Willow	209	1	70	138	1	96
Richardson	112	1	40	71	1	61
Rock	20	0	6	14	0	11
Saline	258	1	60	197	1	82
Sarpy	2141	8	846	1287	8	1330
Saunders	281	2	118	161	2	170
Scotts Bluff	693	4	273	416	4	393
Seward	357	5	101	251	6	158
Sheridan	72	2	19	51	2	28
Sherman	53	0	19	34	0	27
Sioux	22	0	8	14	0	10
Stanton	45	1	22	22	1	42
Thayer	93	0	24	69	0	32
Thomas	15	0	5	10	0	5
Thurston	82	0	34	48	0	45
Valley	86	0	26	60	0	40
Washington	364	0	107	257	0	142
Wayne	144	2	37	105	2	48
Webster	98	1	16	81	1	19
Wheeler	14	0	6	8	0	10
York	341	1	92	248	2	153
Total	34604	188	12310	22106	208	17799

Part II
2008 Data

Summary Number of Traffic Crashes

All Crashes	34,604
Property Damage Only (PDO)	22,106
Injury Crashes	12,310
<i>Persons Injured</i>	17,799
Fatal Crashes	188
<i>Fatalities</i>	208
Number of Registered Vehicles in Nebraska	2,184,102
Number of Licensed Drivers in Nebraska	1,380,472
Number of Vehicles in Crashes*	58,263
Number of Drivers in Crashes*	56,101

*There may be more than one vehicle or driver involved in a single accident. Parked, and driverless vehicles are included.

During 2008:
 One crash occurred every 15 minutes.
 Forty-nine persons were injured each day.
 One person was killed every 42 hours.

The economic loss in terms of dollars was \$2,122,320,200**

**Federal Highway Administration Research Report Number, FHWA-RD-91-055, *The Cost of Highway Crashes*, October 1991; Nebraska Department of Roads Accident Data 2000-2005; Adjusted to October 2007 costs using the Gross Domestic Product (GDP) Implicit Price Deflator, U.S. Department of Commerce, Bureau of Economic Analysis (2008).

First Harmful Event

First harmful event (FHE) is the initial incident that causes injury or damage. It is sometimes referred to as “type of crash” and implies a collision with each of the objects listed in the following charts. “Overturned” and “other” crashes refer to crashes where no collision is involved (e.g., a car loses control and overturns, a car catches on fire).

First harmful events for all crashes and for fatal crashes are shown in Figures 5 and 6. In both instances, collisions between two or more motor vehicles (MV-MV) make up the majority of crashes. Crashes involving fixed objects, vehicles overturning, pedestrians and trains tend to be more severe, as indicated by their overrepresentation in fatal crashes as compared to all crashes.

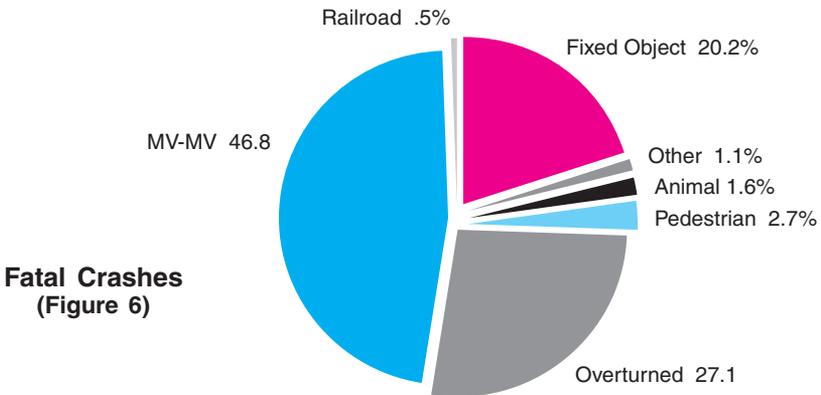
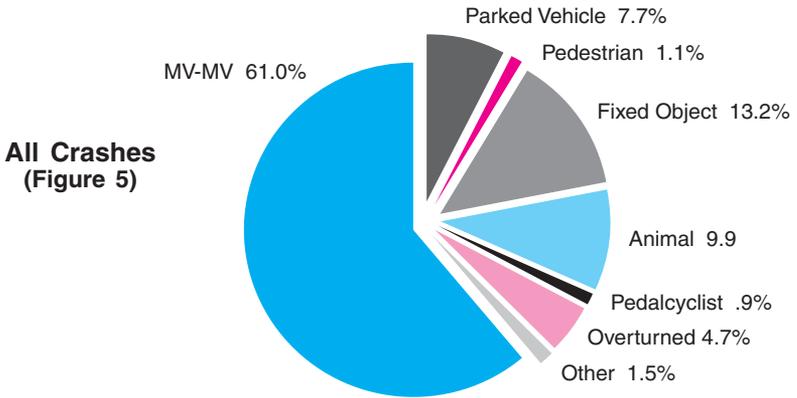


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		2008								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
Pedestrian	373	5	364	4	5	377	80	161	136	
Motor vehicle in transport	21096	88	8333	12675	100	12874	993	2904	8977	
Parked motor vehicle	2677	2	233	2442	2	280	23	132	125	
Railroad train	37	1	14	22	1	19	8	4	7	
Pedalcyclist	306	0	303	3	0	310	29	173	108	
Animal	3410	3	279	3128	4	335	40	122	173	
Fixed object	4581	38	1688	2855	40	2111	361	895	855	
Other object	160	0	35	125	0	40	4	14	22	
Noncollision overturned	1635	51	992	592	56	1371	296	622	453	
Other noncollision	293	0	59	234	0	71	18	27	26	
Unknown	36	0	10	26	0	11	2	5	4	
— TOTALS —	34604	188	12310	22106	208	17799	1854	5059	10886	

(Table 1)

- ★ = Injury severity codes
- A = Disabling injury
- B = Visible injury (not disabling)
- C = Possible injury (not visible)
- PDO = Property damage only

FIRST HARMFUL EVENT		2007								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	368	8	359	1	8	393	90	151	152
	Motor vehicle in transport	21867	105	8842	12920	120	13725	1033	3143	9549
	Parked motor vehicle	2756	0	245	2511	0	300	31	131	138
	Railroad train	41	4	17	20	6	21	4	8	9
	Pedalcyclist	253	1	249	3	1	252	20	155	77
	Animal	3381	1	259	3121	1	308	22	123	163
	Fixed object	4845	58	1729	3058	62	2224	389	917	918
	Other object	173	0	29	144	0	32	3	11	18
Noncollision overturned	1860	51	1123	686	56	1640	363	712	565	
Other noncollision	305	1	66	238	1	76	18	35	23	
Unknown	26	1	11	14	1	12	3	5	4	
— TOTALS —	35875	230	12929	22716	256	18983	1976	5391	11616	

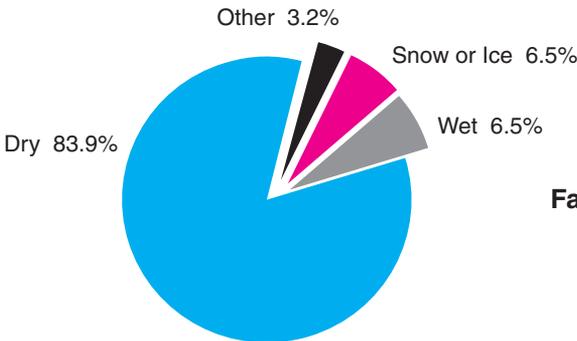
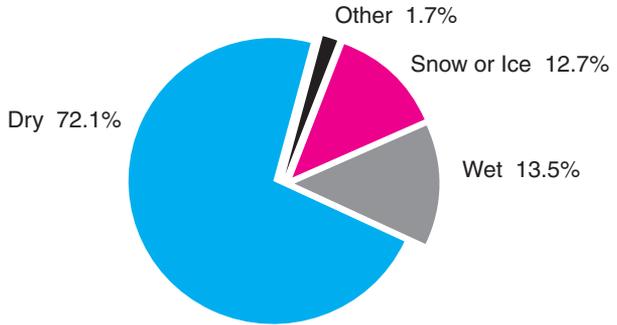
(Table 2)

Table 2 provides 2007 data for comparison to 2008. There were 42 fewer fatal crashes in 2008, as compared to 2007, and the number of deaths resulting from these crashes decreased by 48. Both injury crashes and injuries decreased, by 619 and 1,184 respectively. The number of PDO crashes decreased by 610.

Surface Condition

The condition of the road surface plays an important role in motor vehicle crashes. Slick road conditions are generally more hazardous than dry conditions, but drivers tend to compensate for this by being more cautious. Fewer fatal crashes occur under slick road surface conditions than under dry road conditions. There was a significant decline in slick road crashes during 2008, especially on snowy or icy roadways.

**All Crashes
(Figure 7)**



**Fatal Crashes
(Figure 8)**

The following table provides the number of crashes in each category.

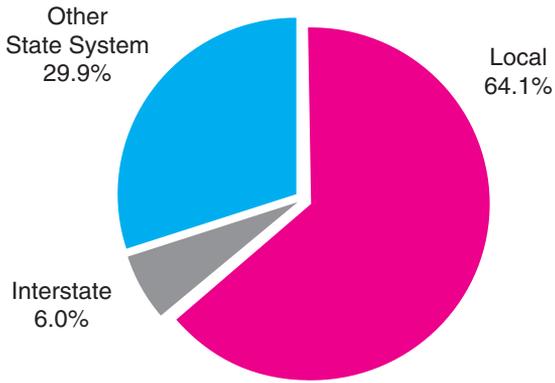
ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	23985	156	9029	14800
Wet	4475	12	1633	2830
Snowy or icy	4224	12	1183	3029
Other	583	6	218	359
Not stated	1337	2	247	1088
— TOTALS —	34604	188	12310	22106

(Table 3)

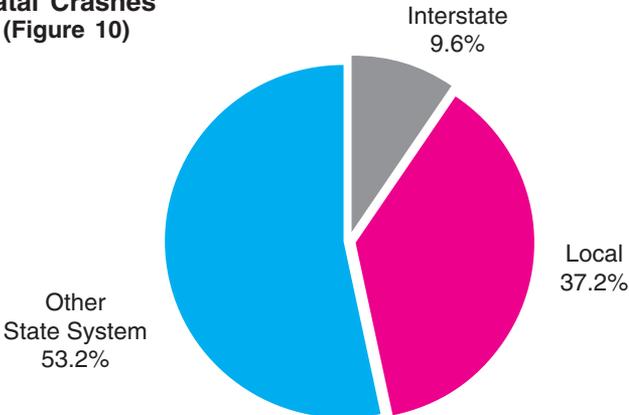
Type of Roadway

The distributions of all crashes and fatal crashes, by roadway type, are shown in Figures 9 and 10. Table 4 (page 13) shows the actual number of crashes and casualties by roadway type. The percent of fatal crashes that occur on the interstate and on other state highways is larger than the percent of all crashes that occur on the interstate and on other state highways. Crashes on interstate and other state highways tend to occur at higher speeds, accounting for the increased severity of these accidents.

**All Crashes
(Figure 9)**



**Fatal Crashes
(Figure 10)**



ROADWAY		CRASHES				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	1004	1	366	637	1	494
	Other State System Highways	5472	12	2241	3219	12	3322
	Local Roads and Streets	18026	19	6377	11630	19	8955
	URBAN SUBTOTAL	24502	32	8984	15486	32	12771
RURAL	Interstate	1072	17	322	733	23	536
	Other State System Highways	4870	88	1364	3418	96	2129
	Local Roads and Streets	4160	51	1640	2469	57	2363
	RURAL SUBTOTAL	10102	156	3326	6620	176	5028
— TOTALS —		34604	188	12310	22106	208	17799

(Table 4)

Rather than referring to numbers of crashes, the relative safety of different roadway classifications can be compared by using crash rates. Table 5 provides crash rates for 2008. These rates are based on crashes per 100 million vehicle miles driven.

Crashes Per 100 Million Vehicle Miles Traveled

	CRASH SEVERITY			
	FATAL	INJURY	PDO	TOTAL
Interstate	.5	17.5	34.9	52.9
Other State Highways	1.3	45.6	83.9	130.8
Local Roads and Streets	1.0	114.0	200.5	315.5

(Table 5)

The interstate actually has the lowest crash rate for all roadway categories, followed by other state highways and local roads.

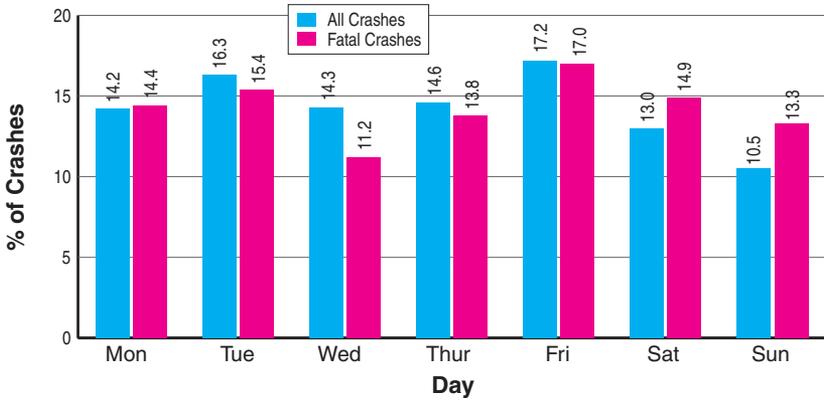
Day and Time

Crashes can occur at any time, but they tend to be more frequent during certain times of the day. Crash frequency follows the daily activity cycle, increasing from a low in the early morning hours to a peak in the late afternoon. The highest 3-hour time period for crashes in 2008 was from 3:00 - 6:00 p.m., when 23.7% of all crashes occurred. Fatal crashes are most likely to take place during the afternoon peak traffic period, or during the late night and early morning hours when many alcohol-related crashes occur.

Accident trends on the weekends differ from those which take place during the work week. Sunday is the lowest day for total crashes, and Friday the highest day for fatal crashes, recording 17% of the total. During 2008, more crashes happened on Friday than on any other day.

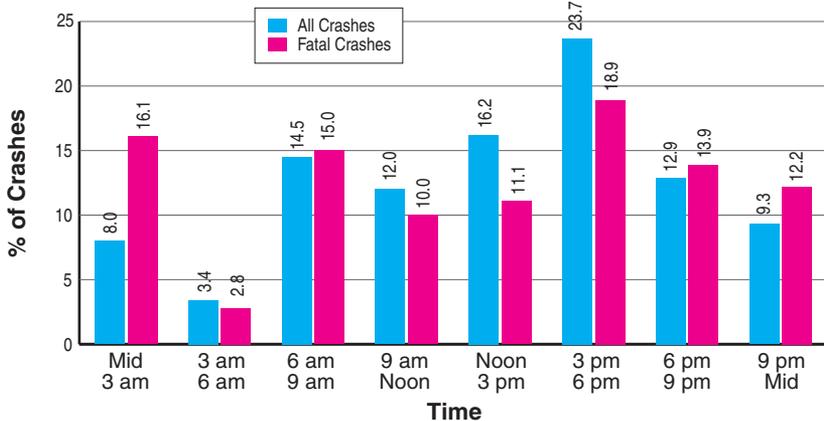
Day of Week

(Figure 11)



Time of Crash

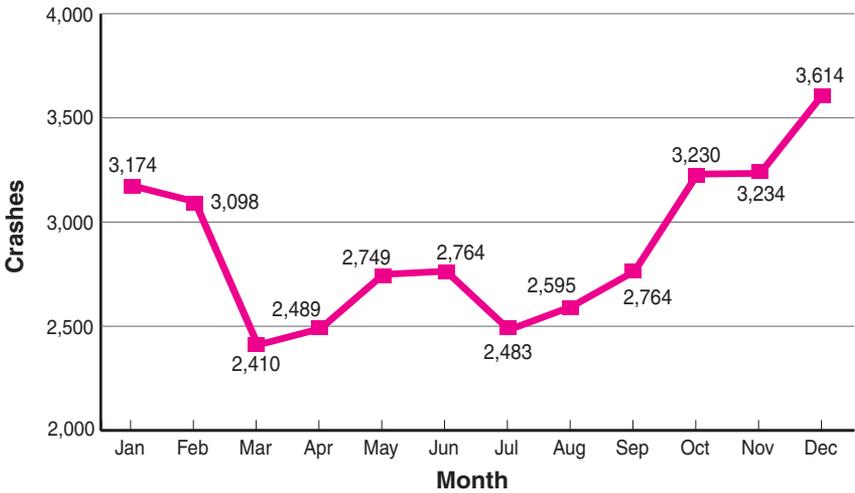
(Figure 12)



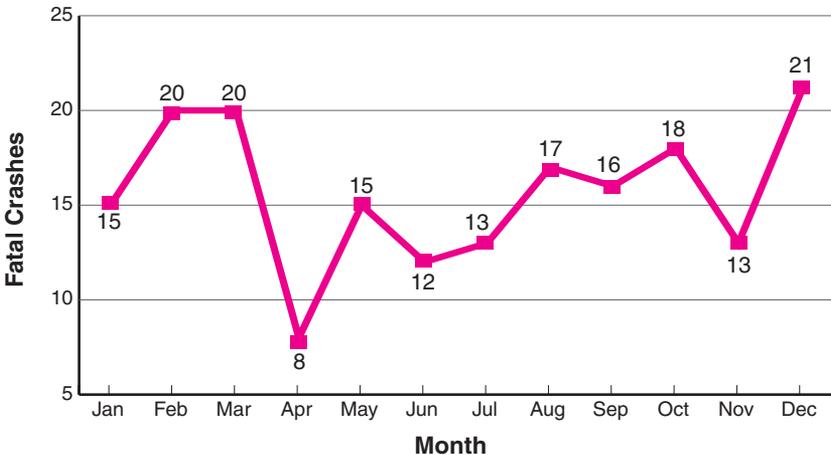
Month

The seasonal cycles of all crashes and fatal crashes are illustrated in Figures 13 and 14. Crashes tend to increase during the late fall and winter as weather conditions worsen. Fatal crashes usually decrease during bad weather conditions, once motorists adjust to less than perfect driving conditions. Fatal crashes dipped unusually low in April to July 2008 as gasoline prices rose to nearly \$4.00 per gallon.

All Crashes by Month
(Figure 13)



Fatal Crashes by Month
(Figure 14)

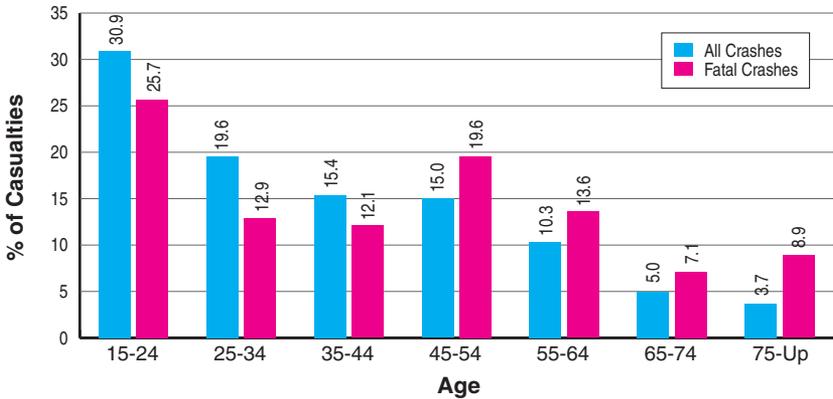


Age of Driver

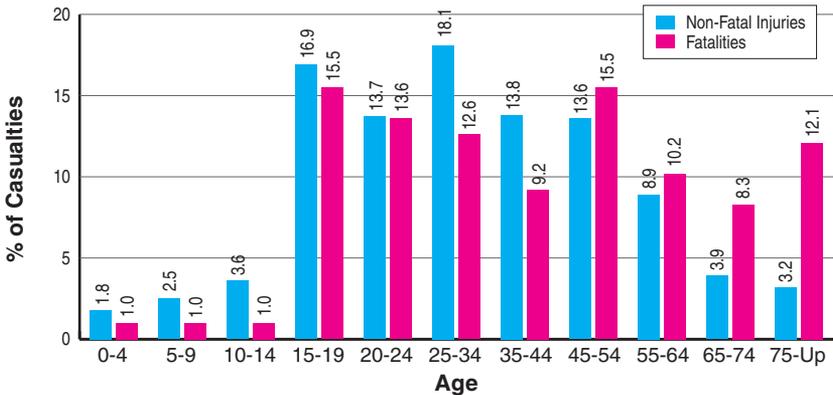
Younger drivers are involved in a disproportionate number of crashes. In 2008, 50.5% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in both all crashes (30.9%) and fatal crashes (25.7%) during 2008.

Figure 16 represents percentages of nonfatal and fatal injuries by age groups. Persons aged 65 and over are overrepresented in fatal injuries as compared to nonfatal injuries. Over sixty-two percent (62.5%) of all injuries, however, are suffered by persons between the ages of 15 and 44.

**Driver Age
(Figure 15)**



**Age of Casualties
(Figure 16)**



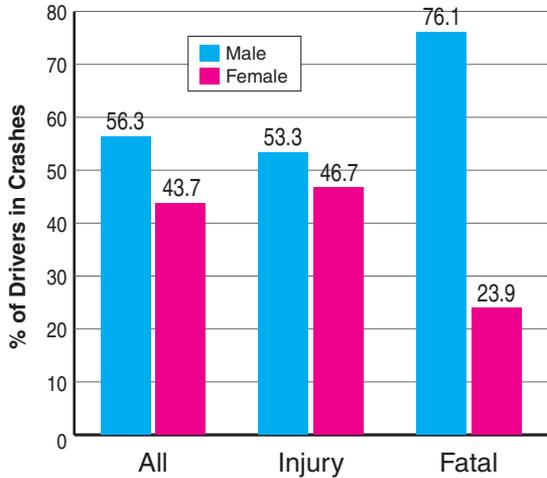
Sex of Driver

(Table 6)

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 56.3% of the drivers in all crashes in Nebraska in 2008, and were involved in 76.1% of all fatal crashes. At least a part of this difference can be attributed to the fact that males drive more miles than females and, thus, have greater exposure to crashes.

More females than males, however, are victims of motor vehicle crashes. Females made up 53.9% of the persons injured or killed in motor vehicle crashes in 2008. (See Table 7).

SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	31465	213	11549	19703
Female	24382	67	10124	14191
Not stated	254	0	86	168
- TOTALS -	56101	280	21759	34062



(Figure 17)

AGE AND SEX OF CASUALTIES	ALL CRASHES						ALCOHOL-RELATED CRASHES					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	2	1	1	318	164	154	1	0	1	9	5	4
5-9 years	2	1	1	442	225	217	0	0	0	17	9	8
10-14 years	2	1	1	622	282	340	1	1	0	18	8	10
15-19 years	32	23	9	2946	1254	1692	10	8	2	183	95	88
20-24 years	28	18	10	2391	1088	1303	10	8	2	297	196	101
25-34 years	26	23	3	3163	1483	1680	16	14	2	343	243	100
35-44 years	19	11	8	2406	1125	1281	10	6	4	188	115	73
45-54 years	32	22	10	2373	1113	1260	13	12	1	137	90	47
55-64 years	21	13	8	1557	710	847	5	3	2	58	41	17
65-74 years	17	11	6	677	300	377	0	0	0	18	13	5
75 and older	25	16	9	562	253	309	1	0	1	14	8	6
Age not stated	2	1	1	271	132	139	0	0	0	22	14	8
— TOTALS —	208	141	67	17728	8129	9599	67	52	15	1304	837	467

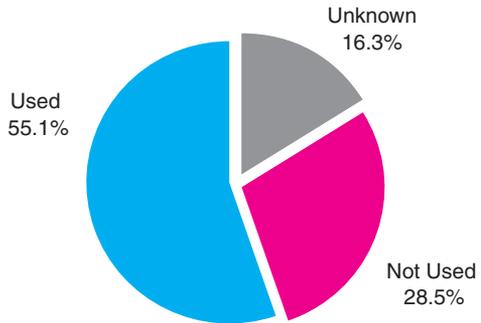
(Table 7)

Restraint Use

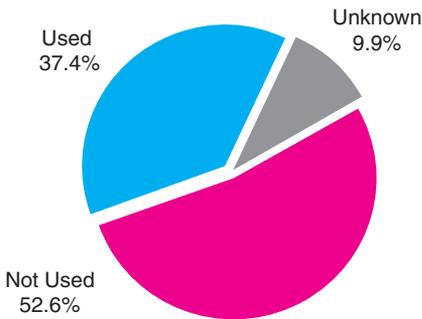
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive systems to provide effective protection, however, seat belts must still be used.

Effective January 1, 1993, Nebraska passed a mandatory seat belt law. This law calls for secondary enforcement, meaning that a citation for not wearing a seat belt can only be issued if the driver is first charged with another violation. Although not as effective as a primary enforcement law, indications are that the law has been successful in promoting seat belt use.

Restraint Use for Disabling Injuries (Figure 18)



Restraint Use for Fatal Injuries (Figure 19)

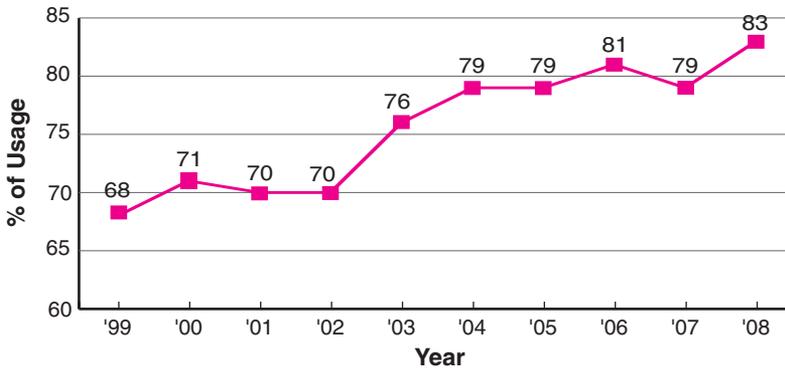


The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 2008, the observed statewide safety belt usage rate was 83%.

Usage rates have risen in recent years primarily due to increased law

enforcement efforts and media campaigns, however, there is still room for improvement. Belt use is particularly low in accidents which result in the most severe injuries. Only 37.4% of those vehicle occupants who died and 55.1% of those who suffered disabling injuries in 2008 crashes were belted.

Statewide Safety Belt Usage Rate (1999 - 2008)
(Figure 20)

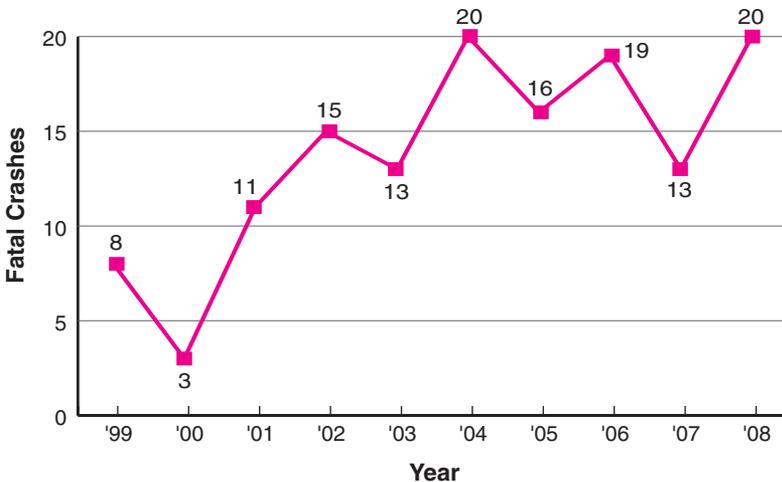


Motorcycle Crashes

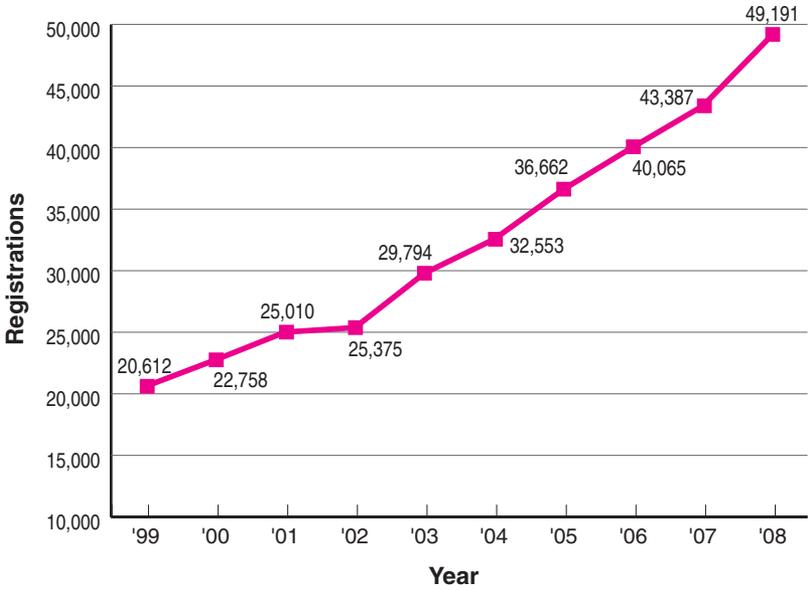
Motorcycle crashes spiked in 2008, increasing by 24.1% to 624. This is the most motorcycle crashes since the mandatory helmet law was passed in 1989. (See Figure 23 on page 20). There was also an increase in fatal motorcycle crashes, from 13 in 2007 to 20 in 2008. (See Figure 21).

In addition to the continuing trend of increasing motorcycle registrations, many drivers may have switched from cars to motorcycles as gasoline prices rose precipitously during the summer of 2008. After a long period of decline, motorcycle registrations have more than doubled in the last decade. (See Figure 22 on page 20).

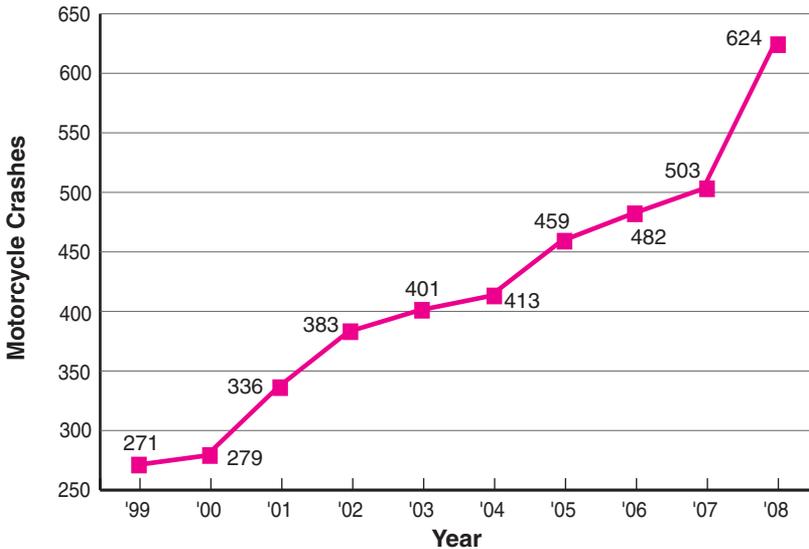
Fatal Motorcycle Crashes (1999 - 2008)
(Figure 21)



Motorcycles Registered (1999 - 2008)
(Figure 22)



All Motorcycle Crashes (1999 - 2008)
(Figure 23)



Vehicle Body Style

The major vehicle body styles involved in all crashes and fatal crashes are displayed in Figures 24 and 25. Compared to their involvement in all crashes, motorcycles and heavy trucks are overrepresented in fatal crashes.

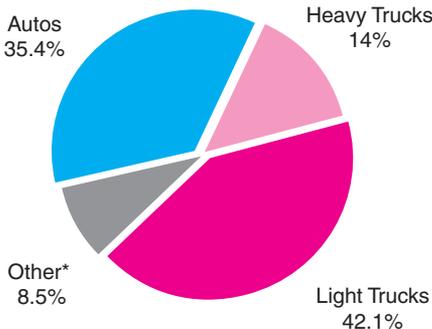
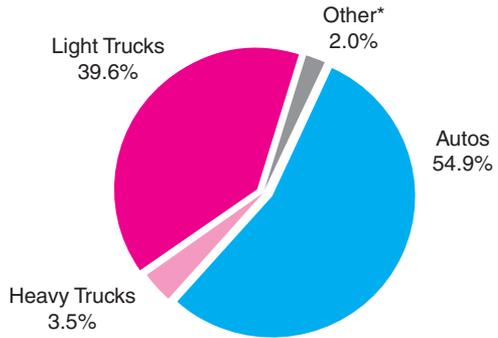
BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	226	0	66	160
Semi-trailer truck	756	11	224	521
Other heavy truck	1205	27	406	772
Automobile	30692	96	12220	18376
Van	4201	13	1643	2545
Utility vehicle	8930	35	3342	5553
Pickup truck	8975	66	3080	5829
Motorcycle	640	20	550	70
Motorhome	19	0	7	12
Farm equipment	71	1	24	46
Other	156	2	67	87
Unknown	2392	12	572	1808
— TOTALS —	58263	283	22201	35779

Motorcycles offer little protection to riders involved in crashes, and heavy trucks tend to be involved in more severe crashes due to their large size. The number of vehicles in each body style group which were involved in crashes is provided in the table.

(Table 8)

**All Crashes
(Figure 24)**

**Other – motorcycles 1.2%, buses .4%, farm equipment .1%, and all others .3%.*



**Fatal Crashes
(Figure 25)**

**Other – motorcycles 7.4%, farm equipment .4%, and all others .7%.*

Intersection Crashes

2008 Type of Multi-Vehicle Collisions at Intersections*

Total Crashes: 16,259

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
 Angle	7,237	44.5	41.3
 Rear-end	5,353	32.9	45.9
 Sideswipe	1,059	6.5	20.5
 Sideswipe	107	0.7	35.5
 Left Turn Leaving	2,041	12.6	45.3
 Head-on	66	.4	50.0
	394	2.4	10.9
Unknown	2	0.0	50.0
Total	16,259	100%	

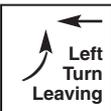
* Multi-vehicle accidents at intersections comprise 47% of all crashes.

Non-Intersection Crashes

2008

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 4,837

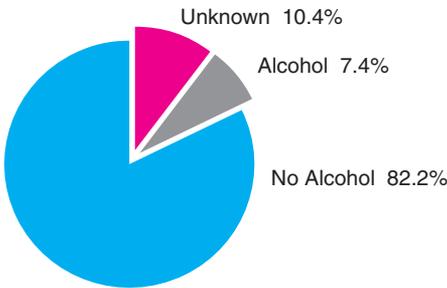
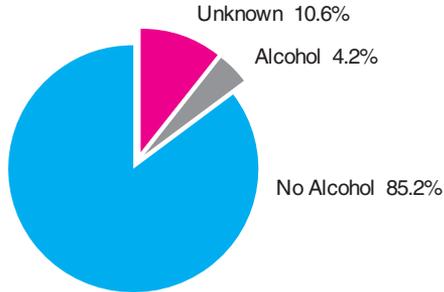
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	2,532	52.4	43.2
 Head-on	123	2.5	61.0
 Angle	389	8.0	36.8
 Sideswipe	1,066	22.0	20.6
 Sideswipe	302	6.2	44.7
 Left Turn Leaving	43	.9	34.9
 Backing	374	7.7	9.4
Unknown	8	.2	25.0
Total	4,837	100%	

* Multi-vehicle accidents not at intersections comprise 14% of all crashes.

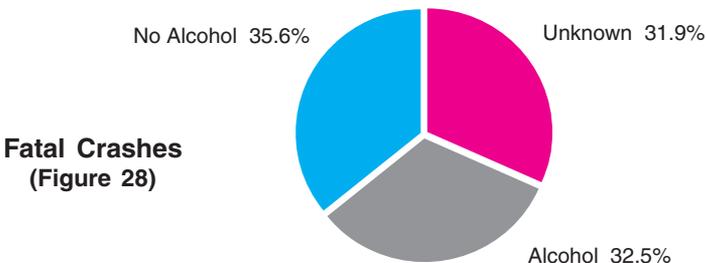
Alcohol Involvement

Figures 26, 27 and 28 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2008, 32.5% of the fatal crashes in Nebraska involved alcohol. This represents a slight decrease from the 34.4% registered in 2007. Since alcohol testing is only required in fatal crashes, the alcohol involvement indicated for injury and PDO crashes is probably understated.

**PDO Crashes
(Figure 26)**



**Injury Crashes
(Figure 27)**

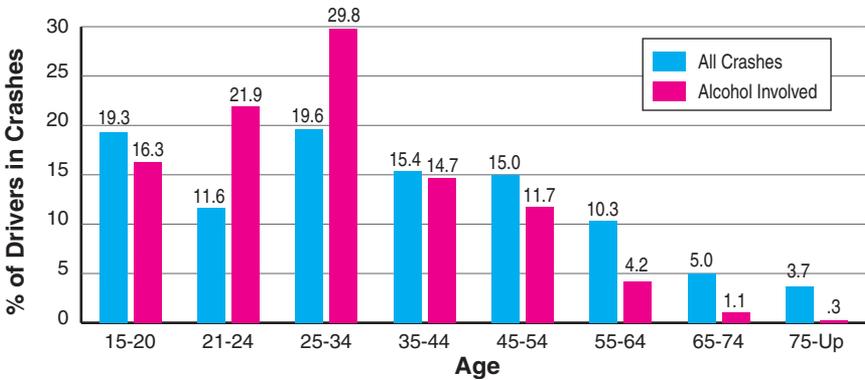


**Fatal Crashes
(Figure 28)**

Driver Age and Alcohol Involvement

The relationship between driver age and alcohol involvement in motor vehicle crashes is illustrated in Figure 29. Compared to their involvement in all crashes, drivers aged 21-34 are overrepresented in alcohol related crashes. In fact, these drivers are in 51.7% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 21.9% of alcohol-related crashes but only 11.6% of all crashes. Note that drivers between the ages of 15 and 20 are in 16.3% of alcohol-related crashes, despite the fact that the legal drinking age in Nebraska is 21.

(Figure 29)



AGE OF DRIVER	TOTAL		FATAL		INJURY	
	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED
15 and younger	393	2	3	0	156	1
16	2065	23	9	1	805	11
17	2284	46	9	1	915	26
18	2226	60	9	4	888	32
19	1978	79	9	2	769	44
20	1794	109	8	4	700	46
21	1742	118	6	0	706	61
22	1673	119	11	1	666	51
23	1548	97	4	1	591	38
24	1475	95	4	0	604	45
25 to 34	10899	585	36	17	4391	277
35 to 44	8576	289	34	10	3364	145
45 to 54	8355	230	55	12	3266	119
55 to 64	5739	83	38	5	2138	36
65 to 74	2768	21	20	0	960	15
75 and older	2082	6	25	0	712	4
Not stated	504	14	0	0	128	6
— TOTALS —	56101	1976	280	58	21759	957

(Table 9)

Driver Contributing Circumstances

In 2008, there were 34,604 reportable motor vehicle traffic crashes in Nebraska involving 56,101 drivers. The table below lists the driver contributing circumstances and the number of drivers involved in fatal, injury and property damage only accidents.

DRIVER CONTRIBUTING CIRCUMSTANCES	TOTAL	FATAL	INJURY	PDO
No improper driving	25601	98	9971	15532
Failure to yield right-of-way	5688	24	2328	3336
Disregarded traffic controls	1854	9	970	875
Exceeded speed limit	209	7	99	103
Speed too fast for conditions	2175	15	726	1434
Made an improper turn	629	6	150	473
Followed too closely	3820	1	1599	2220
Leave lane/run off road	1555	52	607	896
Operating in erratic manner	2789	14	1308	1467
Swerving or avoiding	740	6	264	470
Visibility obstructed	352	0	97	255
Inattention	3051	7	1051	1993
Mobile phone distraction	141	1	68	72
Distracted - other	274	1	105	168
Fatigued/asleep	271	0	127	144
Defective equipment	207	1	74	132
Other improper action	1571	13	578	980
Unknown	5174	25	1637	3512
— TOTALS —	56101	280	21759	34062

(Table 10)

Part III
Crash Trends

Motor Vehicle Traffic Crash Information

Nebraska has shown a steadily declining accident rate over the last ten years. The fatality rate has also been generally decreasing. The table below lists crash totals and rates for the last 15 years.

Year	Total Accidents	Persons Injured	Persons Killed	Accident Rate (per MVM)	Fatality Rate (per HMVM)	National Fatality Rate (per HMVM)
'94	44,222	28,253	271	2.86	1.8	1.7
'95	46,436	30,410	254	2.94	1.6	1.7
'96	47,371	30,758	293	2.93	1.8	1.7
'97	47,997	30,311	302	2.86	1.8	1.6
'98	48,183	30,655	315	2.80	1.8	1.6
'99	48,217	29,905	295	2.74	1.7	1.5
'00	47,933	29,216	276	2.70	1.6	1.5
'01	47,894	26,751	246	2.67	1.4	1.5
'02	46,238	23,379	307	2.51	1.7	1.5
'03	46,602	21,984	293	2.51	1.6	1.5
'04	37,227	21,315	254	2.00	1.4	1.5
'05	35,739	19,827	276	1.89	1.4	1.5
'06	32,780	18,424	269	1.72	1.4	1.4
'07	35,895	18,983	256	1.86	1.3	1.3
'08	34,604	17,799	208	1.83	1.1	1.3

Million Vehicle Miles (MVM)
Hundred Million Vehicle Miles (HMVM)

Body Style

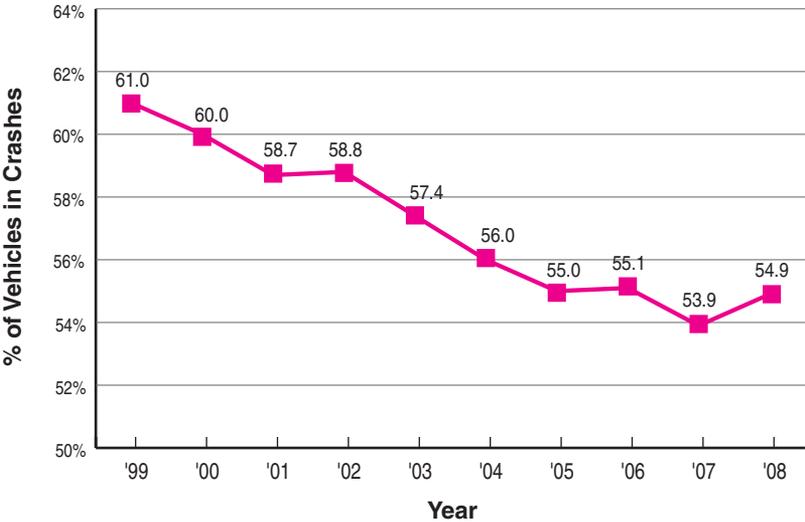
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

Utility vehicles have been the fastest growing segment of the vehicle mix. The percentages of utility vehicles, pickup trucks, and vans involved in crashes have all shown recent growth. The percentage of heavy trucks involved in crashes, on the other hand, has remained relatively steady. Figure 31 shows the trends in the percentage of various truck types involved in crashes since 1999.

Note: In any one year, the combined percentages of passenger cars, light trucks, heavy trucks and motorcycles will not total 100%. The percentage of "other" body styles, like buses, is not shown.

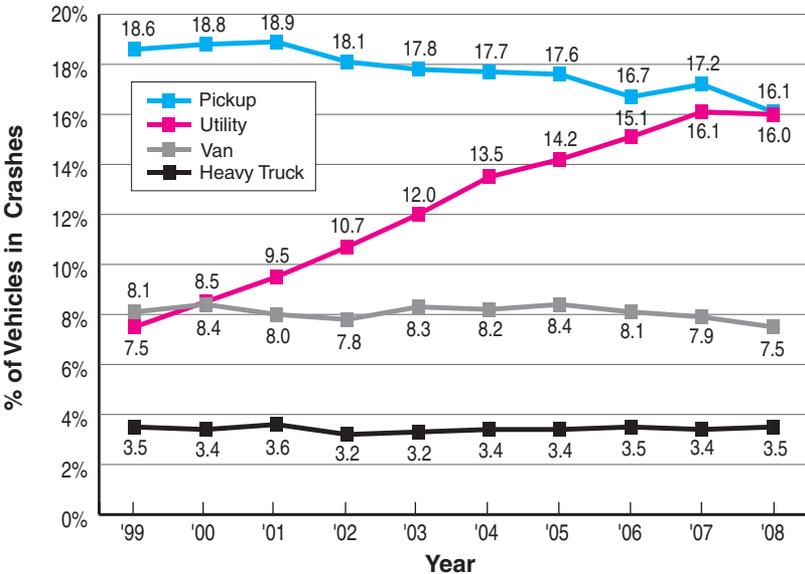
Passenger Cars in All Crashes

(Figure 30)



Truck Types in All Crashes

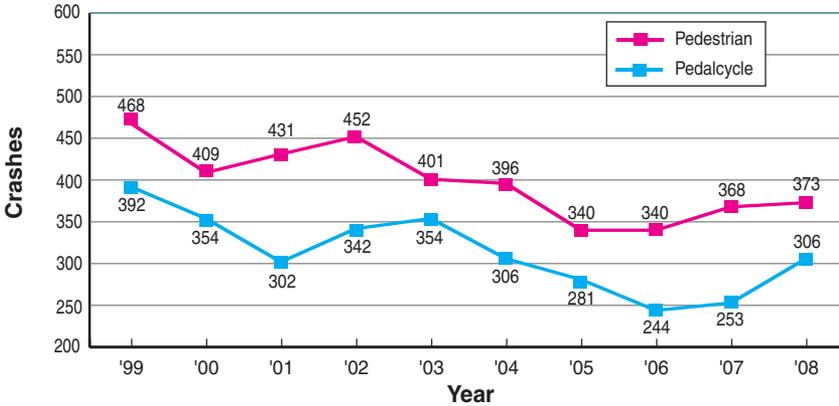
(Figure 31)



Pedestrian and Pedalcycle Crashes

Figure 32 represents the number of crashes where a collision with a pedestrian or pedalcycle was the first harmful event. These crashes cover the last 10 years. Pedestrian crashes rose to 373 in 2008, from 368 in 2007. The number of fatal pedestrian crashes decreased to 5. Pedalcycle crashes increased to 306 in 2008, from 253 in 2007. There were no fatal pedalcycle crashes in 2008.

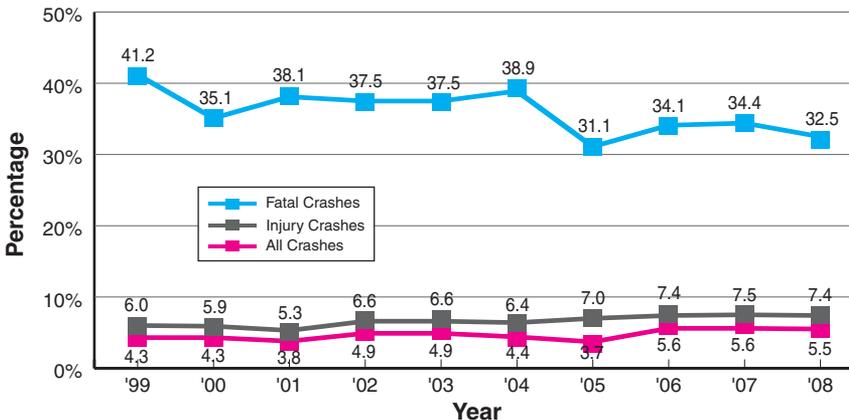
(Figure 32)



Alcohol Involvement in Crashes

Figure 33 shows the percentage of alcohol involvement in the various types of crashes. Alcohol testing is mandatory in fatal crashes, but optional for injury and property damage only crashes. The percentage of involvement in non-fatal crashes could be misleading as to the extent of alcohol's role in crashes.

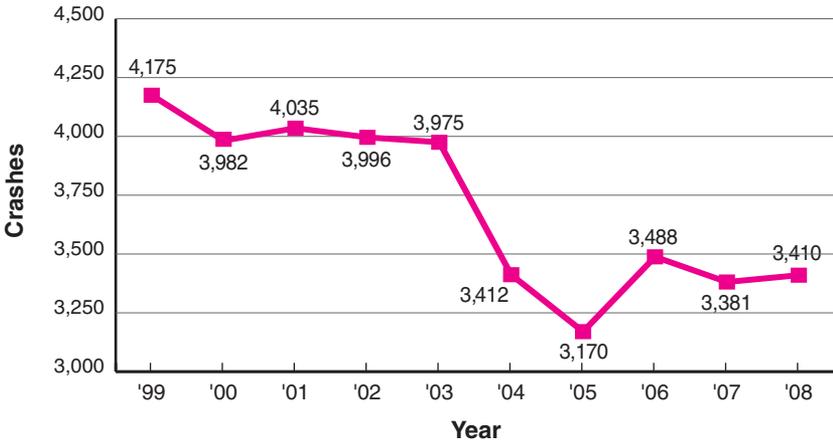
(Figure 33)



Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2008, animal crashes rose from 3,381 to 3,410. Deer are the most frequently involved animals in motor vehicle/animal crashes.

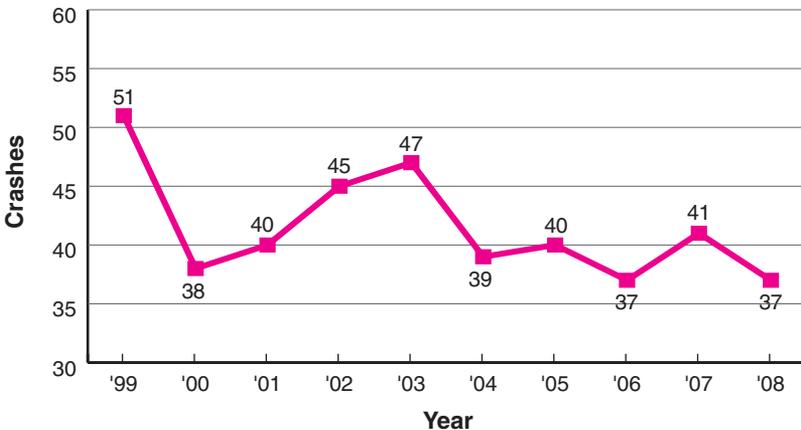
(Figure 34)



Railroad Crashes

The number of railroad crashes decreased to 37 in 2008, from 41 in 2007. In 2008, one person died in a motor vehicle/train crash in Nebraska.

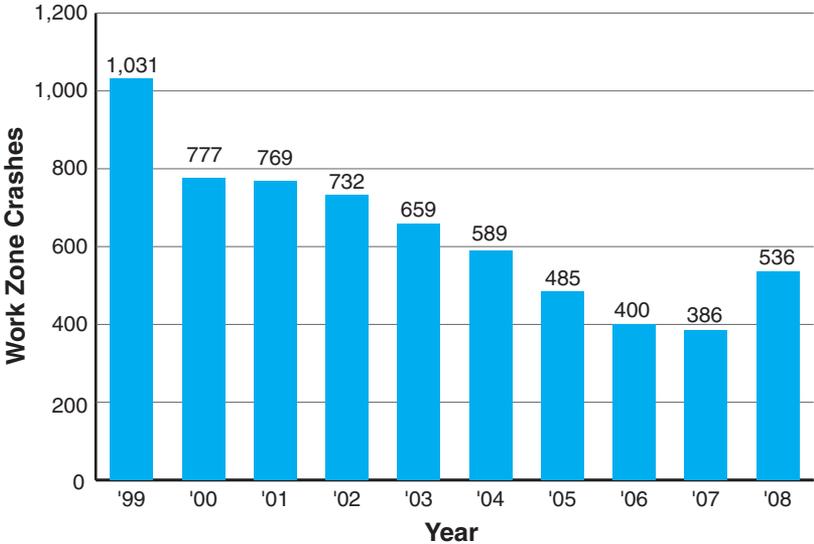
(Figure 35)



Work Zone Crashes

Drivers need to be particularly alert when going through highway work zones. When a road is not in its usual condition due to construction, it is a good idea to slow down. Fines for speeding double in work zones when workers are present. Work zone crashes are dangerous to both highway workers and motorists. Most work zone crashes are rear-end collisions, resulting from speeding or inattentive driving. Work zone crashes rebounded significantly in 2008, after trending downward for the last decade.

(Figure 36)



Additional information about the material contained in this publication may be obtained from:

Nebraska Department of Roads
Highway Safety Section
PO BOX 94759
LINCOLN NE 68509-4759
(402) 479-4645

This report is also available on the NDOR website:

www.transportation.nebraska.gov